

**For discussion  
on 27 November 2007**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**Final Report of Hong Kong 2030 : Planning Vision and Strategy  
- New Development Areas**

**Purpose**

This paper refers Members to the Final Report of the Study on Hong Kong 2030: Planning Vision and Strategy (the HK2030 Study) and seeks Members' views on the proposed New Development Areas (NDAs) recommended in the Report, which are included as one of the ten major infrastructure projects in the Chief Executive's 2007-08 Policy Address. It also informs Members of the environmentally friendly and energy efficient measures relating to the implementation of NDA as raised by Prof Hon Patrick LAU Sau-shing.

**The Planning Vision of the HK2030 Study**

2. We issued a Legislative Council Brief (referenced (20) in DEVB (PL-P) 50/01/126 Pt. 34) in October 2007 on the HK2030 Study Final Report which introduced the background and key recommendations of the Study. A copy of the Brief (without enclosures) is attached at **Annex A** for Members' ease of reference. We have also published a publicity leaflet setting out the Action Agenda of the Development Bureau under the HK2030 Study. A copy of the leaflet is at **Annex B** for Members' reference.

3. To recap, the HK2030 Study is a comprehensive review of Hong Kong's territorial development strategy, aiming to formulate a broad planning framework to guide the future development of Hong Kong up to year 2030. Our planning strategy follows three broad directions, namely, providing a quality living environment, enhancing

economic competitiveness, and strengthening links with the Mainland. As its overarching goal, the HK2030 Study aims to adhere to the principles of sustainable development to balance social, economic and environmental needs as well as to take on good resource management.

### **The Concept of New Development Areas (NDAs)**

4. To translate the above planning goal and directions into specific actions and initiatives, one of our recommendations in the Final Report is the implementation of NDAs. As the Chief Executive announced in the 2007-08 Policy Address, we will embark on planning and engineering review studies on two NDA Schemes, namely the “Three-in-One” NDA comprising Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling, and the Hung Shui Kiu NDA (see **Plan 1**).

5. NDAs are small-scale new towns to provide housing land and to meet other land use requirements in the future. They also offer an alternative choice of living through the development of lower-density buildings in a quality living environment, with convenient access to mass transportation and community facilities. In brief, our objective is to provide land for a mixture of uses, emphasizing the creation of a quality living and working environment.

6. While concrete proposals and implementation details for NDAs have yet to be drawn up pending the planning and engineering review studies including the environmental impact assessment to be carried out next year, we have initially formulated some principles and recommendations regarding the implementation of NDAs, as follows.

### **Principles and Recommendations for NDAs**

#### Sustainable Development

7. We would ensure that sustainable development principles would be adopted in planning for NDAs. The forthcoming planning and engineering review studies of the NDAs will therefore look at key factors that could facilitate developments which would balance the economic, social and environmental needs of the future residents at the proposed

NDA's.

### Rail-based Development

8. NDAs will be nodal developments located adjacent to existing new towns, each accommodating a population of about 100,000 to 200,000. NDAs are either already served by rail or will be highly accessible through the development of new rail stations. During construction of the Lok Ma Chau Spur Line, a station box has been erected at Kwu Tung North to allow future construction of a station if needed.

9. Similarly, the population of the Hung Shui Kiu NDA could be served by the West Rail with the possible development of an additional rail station. The Fanling North NDA on the other hand could be served by the East Rail through feeder bus/minibus services. Ping Che/Ta Kwu Ling, which is not accessible by rail, is not proposed for mass housing uses.

### Effective and Efficient Provision of Infrastructure and Facilities

10. Being contiguous to existing developed areas, residents of the NDAs could make use of existing infrastructure right from the first population intake. In this way, expansion of new facilities, if required subsequently, will also be more cost-effective. The proximity of new towns and NDAs also allows the sharing of community facilities. In case new facilities are required for the additional population of the NDAs, a more flexible approach in the provision of these facilities could be considered. We will make sure that the implementation programme of the various community facilities would be better coordinated.

11. Other than providing the scope to improve the existing local community facilities, we would also plan the land uses in NDAs in such a way that they would provide additional employment opportunities for the existing new town dwellers.

### Environmentally Friendly Planning and Urban Design

12. Most of the existing new towns were developed at times of high development pressure during the period of 1970s to 1990s. To respond to public aspirations for a better living environment, a new approach in the planning and design of NDA would be necessary. It is envisaged that NDAs will be of an appropriate scale and development intensity, providing an alternative choice of living environment. We would put more emphasis on urban design considerations (such as building mass and height, provision of breezeways, well-organized open space and comprehensive pedestrian way networks etc.).

13. The current proliferation of open storage uses in northern New Territories has been a major public concern, particularly to local residents. Under the NDA studies, consideration would be given to consolidating these dispersed uses into well-organized container back-up or storage zones at Ping Che/Ta Kwu Ling or Hung Shui Kiu.

14. While pressing ahead with our objective of developing the new areas, we will not lose sight of our policy objective of heritage conservation. To this end, heritage impact assessment would be included as part of the planning and engineering study for the NDAs to make sure that heritage conservation and development in these projects are well-coordinated.

### Environmentally Friendly Transport Measures

15. Transport infrastructure could be major cause of environmental impacts and therefore should be carefully planned to accord with our overall objective to build sustainable communities. Devising environmentally friendly transport measures will hence be a major task of the upcoming planning and engineering review studies. We would consider the following measures in the forthcoming planning and engineering studies:

- making optimal use of the rail network;
- reducing reliance of road-based transport and

minimizing construction of major roads;

- building major roads at the periphery of the NDAs;
- providing sunken roads; and
- facilitating environmentally friendly modes of transport such as travellerator, trolley bus, LPG/electric vehicles.

### Energy Efficient Measures

16. Following Government's policy of improving the environment and introducing energy saving at different levels, we would explore ways to achieve the energy efficient objective in the engineering design, for example by examining the scope for the re-use of treated effluents in the NDAs, encouraging non-fossil-fuel-based transportation (including walking and cycling), and facilitating the use of renewable energy (such as solar energy) and recycled water for new developments at the NDAs.

### **Next Step**

17. The Government will stagger the implementation for the two NDA schemes for better resource utilization (including planning, land clearance and works management) and the Three-in-One Scheme will proceed first. The exact boundaries and capacities of the NDA Schemes will be further determined under the planning and engineering review studies. We will also consider more innovative approaches for implementation of the NDAs, including public-private sector collaboration. The environmentally friendly and energy efficient measures set out in paragraphs 10 to 16 above are basically broad concepts. We will specify the need for further examination of these concepts, including their application throughout the planning and implementation process, under the study brief, and will brief Members again when details of the planning and engineering review studies are ready.

18. Comprehensive public engagement programmes will be

included as part of the planning and engineering review studies. We will consult relevant parties including the Legislative Council, the District Councils, local communities, environmental groups and other stakeholders to ensure that public views will be fully taken into account in the review studies.

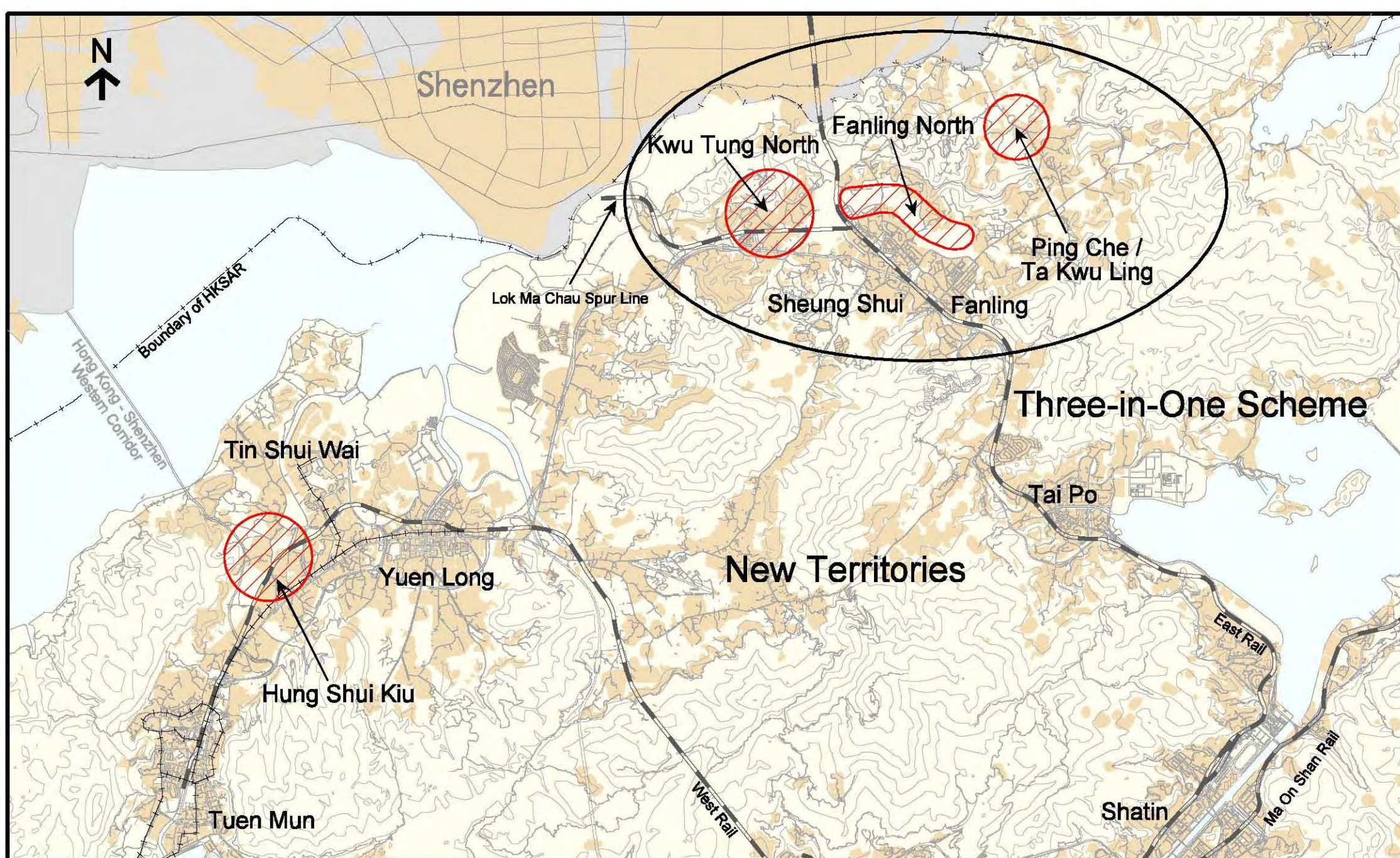
19. We are preparing for commencement of the Planning and Engineering Review Study for the Three-in-One Scheme and will arrange a separate consultation with Members at a later stage in this regard after consulting the North District Council.

### **Advice Sought**



20. Members are invited to note the Government's plan to proceed with the planning and engineering review studies on the two NDA schemes and give advice on the recommendations above.

**Development Bureau**  
**November 2007**





LEGEND

-  New Development Area
-  Existing Railway

INDICATIVE LOCATIONS OF NEW DEVELOPMENT AREAS

PLANNING DEPARTMENT 規劃署 

Plan No. 圖則編號: M/SP/06/092B

Date 日期: 21/11/2007

PLAN  
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## LEGISLATIVE COUNCIL BRIEF

### HONG KONG 2030:PLANNING VISION AND STRATEGY FINAL REPORT

#### INTRODUCTION

At the meeting of the Executive Council on 25 September 2007, the Council ADVISED and the Chief Executive ORDERED that:

- (a) the Executive Summary and Final Report of the Study on Hong Kong 2030: Planning Vision and Strategy, at **Annexes A and B** respectively, should be adopted as the strategic planning framework to guide the future development of Hong Kong with respect to land use and infrastructure provision; and
- (b) the Final Report and Executive Summary should be released to the public in mid October 2007.

A, B

#### BACKGROUND

2. The HK2030 Study is a comprehensive review of Hong Kong's territorial development strategy, aiming to formulate a broad planning framework to guide the future development of Hong Kong up to year 2030. The last Territorial Development Strategy Review, covering a time horizon up to 2011, was promulgated in 1998.

3. The HK2030 Study was divided into four stages:
- (b) identification of planning objectives and key study areas;
  - (c) examination of key issues;
  - (d) formulation of development scenarios and evaluation



- criteria; and
- (e) formulation of development strategies and response plans

4. Strategic planning in Hong Kong dates back to the post-war era. In the past, the need for a strategic plan was primarily prompted by the rapid population growth (roughly in the range of one million per decade). At the turn of century, we experienced a significant change in the growth pattern brought about by a much slower population growth (about half a million per decade for the coming years). In the HK2030 Study, we have assumed a population of 8.4 million by 2030, representing an increase of about 1.6 million people within the planning horizon. We have also examined the 30-year population forecasts<sup>1</sup> prepared by the Census and Statistics Department based on the 2006 By-census results and found that the revised forecasts are more or less in line with our working assumptions. Hence, the findings of the HK2030 Study would not be affected.

## **KEY STUDY RECOMMENDATIONS**

### **Translating Hong Kong's Vision onto a Spatial Plan Under Three Broad Directions**

5. To support the realisation of our vision of positioning Hong Kong as Asia's world city, we have through the HK2030 Study translated the vision into specific planning goals and objectives which are to be met by a planning strategy. We propose that our planning strategy should follow three broad directions, namely:

- (a) providing a quality living environment;
- (b) enhancing economic competitiveness; and
- (c) strengthening links with the Mainland.

### **Promoting Sustainable Development**

6. As its overarching goal, the HK2030 Study aims to adhere to

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<sup>1</sup> The forecasts were released to the public on 16 July 2007.

the principles of sustainable development to balance social, economic and environmental needs as well as to take on good resource management. On the latter in particular, we need to carefully re-assess the capacities of our developed land and existing infrastructure to avoid wastage, manage our needs with an innovative approach that allows us to ‘do more with less’ – striving for higher quality and efficiency while being prudent in resource utilisation and encroachment onto greenfield land in the planning for major development.

7. This is very different from the previous territorial development strategies which were primarily tasked to identify strategic expansion areas to meet the needs of a rapidly growing population and mounting housing pressures of the past few decades. The adoption of a planning strategy that advocates a prudent approach in development represents a paradigm shift in planning.

8. This approach is already widely adopted in many advanced economies, which now fervently promote the concepts of “smart growth” and “sustainable growth”. Spatial development plans of many cities in the Mainland, too, have begun to embrace the idea of a higher-quality and more consolidated form of development. By adhering to sustainable development principles, we hope we can prove ourselves worthy to be called Asia’s world city.

### **Spatial Planning Concepts**

9. To achieve this, we recommend that our future spatial development pattern should adopt the planning concept of prudent use of land resources by planning for more development around mass transit railway stations to facilitate fast and mass movement of people in an environmentally-friendly mode of transport. This would help reduce reliance on the use of private cars and curb carbon emissions, thus contributing to our efforts in the fight against global warming. In addition, we believe we should make better use of development opportunities in the existing developed areas where infrastructure capacities permit, taking into account urban design considerations,

(such as building mass and height, provision of breezeways etc.) as well as heritage conservation objectives. The recommended spatial planning concepts are illustrated in the Figure E-1 of the Executive Summary at **Annex A**.

10. With the availability of development opportunities<sup>2</sup> in the urban areas including the existing new towns (which can accommodate some 70% of our future additional population up to 2030<sup>3</sup>), and a slower anticipated population growth, there is no immediate pressure to embark on massive construction programmes like the new towns of the 1970s to 1990s at this juncture. This allows us to re-orientate our approach in planning from a principally quantity (demand-) driven focus to a greater emphasis on quality, in accordance with aspirations of the community at large, as well as achieving our vision as Asia's world city that deserves a good quality living and working environment.

### **Urban and Rural Land Management**

11. The proposal to optimise development opportunities in the existing developed areas will allow us to continue to preserve much of our rural areas and enable us to live closer to nature. The urbanised areas of Hong Kong have so far taken up slightly more than one-fifth of our land area, while over 40% is designated as country parks, special areas or under protection of outline zoning plans. Working on the assumption in paragraph 10, we need only to develop about 2% more of our land area to cater for approximately another 20% of our population growth, with the remaining 10% scattered across the rural areas. This will still leave a large proportion of woodland, shrubland, grassland, agricultural land and rural settlements primarily remaining untouched by strategic development proposals (other than proposals for the released land at the Closed Area which will be further examined under a

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<sup>2</sup> Major development opportunities are found in Kai Tak, West Kowloon, North Lantau, Tseung Kwan O, Tuen Mun/Yuen Long and redevelopment/infilling sites in the Metro Area (i.e. the areas covering Hong Kong Island, Kowloon, Tsuen Wan, Kwai Chung and Tsing Yi). Some of the potential development sites are still subject to planning procedures and/or land formation/engineering works.

<sup>3</sup> In the HK2030 Study, we have assumed a population of 8.4 million by 2030, of which the future additional population is estimated to be about 1.6 million people.

separate study), thereby facilitating the continued protection of our valuable natural habitats and ecological resources for the benefit of future generations.

12. However, avoidance of development onto rural land alone is not enough to bring about a quality rural environment. In the past, we had relied on an “economic” approach through upzoning measures to address the issue of dilapidated or “spoiled” rural land through private initiatives. Unfortunately, our objective of maintaining a low level of development in rural areas commensurate with the countryside characteristics and infrastructure capacities does not lend adequate incentives to drive private initiatives.

13. Government-initiated new town developments could be seen as an alternative solution to some of the rural degradation problems. However, as we have adequate land supply to meet anticipated growth needs and therefore do not need to embark upon development at an extensive scale, a rehabilitation approach with emphasis on remedial measures being taken to upgrade the rural environment is recommended.

14. As part of our planning strategy, while allowing open storage use to continue in a controlled manner, we have recommended a number of measures to facilitate the beneficial use of rural land such as alternative tourism (e.g. ecotourism, cultural tourism), and organic farming. Implementation of these measures requires the support and co-ordination of relevant policies, involving nature conservation, heritage conservation, tourism and agriculture.

### **New Development Areas (NDAs)**

15. Despite slower population growth, we see the need for NDAs in the longer term to meet the needs of the population, in particular to cater for the increasing socio-economic ties with the Mainland and to address the shortfall in public housing land as forecast under our prevailing public housing policy. In view of the long lead-time required

for the implementation of NDAs (at least 12.5 years from planning to the first intake of population), we recommend that planning work on some of the NDAs should commence as soon as possible.

16. Of the NDAs in the New Territories identified in previous planning studies, we have shortlisted the Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling NDAs (the Three-in-One Scheme) and the Hung Shui Kiu NDA for priority consideration. With development of these two schemes, the housing needs of our population growth within the planning time-frame could broadly be met. These NDA schemes will be nodal developments located adjacent to existing new towns. Each of the NDAs will be of a scale no more than a quarter of that of conventional new towns like Tuen Mun and Sha Tin/Ma On Shan. Other than providing housing land, NDAs could also serve to meet other land use requirements such as high value-added, special, non-polluting industries and higher educational uses, which will also provide employment. It might also be possible to reserve some land in the NDAs for small house development. It should however be noted that some of the land within the NDAs has already been taken up by private developers and may complicate the future land resumption process. We may need to consider more innovative approaches for implementation of the NDAs, such as more public-private sector collaboration. Another point to note is that while proximity to existing new towns allows the sharing of major infrastructure and facilities, NDAs themselves may not achieve the required population thresholds for certain public uses which need to be located close to the users. This may warrant a more flexible approach in the provision of facilities concerned.

17. Funding has been earmarked for a planning and engineering review study on the Three-in-One Scheme. We propose to proceed with tendering procedures after the release of the HK2030 Study report and announcement of the NDA proposals.

### **Provision of Housing Land**

18. While the overall supply of housing land would be adequate to



meet the housing needs of the assumed population growth up to 2030, there could be a mismatch in the provision of public and private housing land for a number of reasons. First, many of the development opportunities are located in the urban areas and generally viewed as “prime sites” not suitable for public housing development.

19. Second, as noted in paragraph 16 above, private developers have been consolidating their landholdings in the NDA areas. The amount of Government land readily available for public housing at the NDAs is limited.

20. Third, experience with the development of the Tseung Kwan O new town shows that the community is unlikely to accept further high-rise, high-density developments in the New Territories, especially in areas speckled with existing village developments and natural greenery. We have therefore proposed that NDAs should be planned for low to medium densities, with relatively higher plot ratios around the railway stations and lower plot ratios at the outskirts<sup>4</sup>. Should station developments be regarded as “prime sites” more suited for private developments, or set aside for rail-related projects, development opportunities for public housing use at the NDAs may be affected. Having said that, we consider that the NDAs are required to ensure adequate supply of land for public housing.

21. Fourth, while supply is policy driven, the demand for public housing is affected by economic conditions and household incomes. At present, we have identified adequate sites (which may not be perceived as suitable for the purpose) to address public housing needs for the next ten years. The designation of public housing sites to meet demand of later years will have to be further worked on.

22. The sufficiency of housing land is also affected by other factors, including a higher-than-expected population growth, a further drop in

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<sup>4</sup> Detailed parameters of development sites at NDAs would be subject to the planning and engineering review to be undertaken for each NDA scheme.

household size, community aspirations for bigger living space, etc. This explains why we have proposed to put in place a monitoring mechanism to keep in view any major deviations from our current working assumptions.

### **Development Densities and Urban Design**

23. Other than land use, the overall spatial development form is also determined by development densities. With scarce land resources, land has been developed to its maximum development potential, resulting in Hong Kong being one of the most compact and densely developed cities in the world. Increasingly, we are faced with public pressures to lower development densities, promote better urban design and provide more open space, especially in the aftermath of Severe Acute Respiratory Syndrome. However, lowering development densities on land sale sites and redevelopment sites requiring lease modifications carries significant revenue implications and may frustrate private development. On an aggregate basis, lowering development density on development sites could result in a more spread out form of development consuming more of our limited land resources, demanding more roads and infrastructure, and requiring longer travelling distances and time.

24. In the light of these considerations, we recommend a balanced approach by ensuring that in the planning for all major new developments, urban design principles and environmental considerations would be adequately taken into account in the determination of development density levels, as has been done for the remaining phases of Tseung Kwan O and the Kai Tak development. The same consideration shall be given to the planning for NDAs.

25. For the urban areas, the prevailing densities should broadly be maintained, but in order to ensure the provision of more livable environments, we need to rigorously review the densities of sites in congested localities and the distinctive harbourfront areas giving due regard to urban design and environmental implications.

### **Prime Offices**

26. On land for economic uses, we would stress the importance of ensuring a steady supply of land for the so-called “Super Grade A Offices”<sup>5</sup> at the central business district (CBD)<sup>6</sup> to sustain growth of our financial and business services sector and maintain our position as a choice location for corporate headquarters functions.

27. While upholding our commitment of no more harbour reclamation (other than the proposed Wan Chai North Development and possibly Kai Tak), we need to identify additional sites that are suitable for Super Grade A office development to address the potential shortfall in the longer term.

### **Cross-boundary Infrastructure and Development in Boundary Areas**

28. To effectively leverage on our ties with the Mainland and for better integration with the Greater Pearl River Delta (PRD) city-region, we need to speed up the development of our cross-boundary infrastructure (including land-, water- and air-based infrastructure) to ensure unimpeded flows of people, goods and vehicles. As major cities in the PRD, such as Guangzhou and Shenzhen, already have plans to extend and expand their nation-wide transport connections (especially rail connections), we need early strategic action to link up with major transport networks (including the PRD Inter-City Rapid Transit System) and critical transport nodes in the PRD to provide direct, convenient and high-quality services in order to enhance passenger and cargo flows and expand our reach into inland provinces. We could pursue a dual transport system with a rail-based network serving the more immediate PRD region, Guangdong and beyond, to be complemented by air services serving a much wider catchment.

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<sup>5</sup> Super Grade A Offices have stringent locational requirements (preferably located in the core of the CBD), accord great emphasis on building design, demand efficient transport connections especially by mass transportation, and require a spacious floor-plate (hence a larger development site).

<sup>6</sup> For the purpose of the HK2030 Study, the CBD is defined as the business areas within Central, Wan Chai, Sheung Wan, Causeway Bay, Tsim Sha Tsui and the West Kowloon Reclamation.

29. Other than improving cross-boundary transport infrastructure, development in the boundary areas could also help to strengthen our links with the Mainland, especially Shenzhen. To capitalise on the strategic locational advantages of the boundary areas, studies are being conducted on the Lok Ma Chau Loop and the Liantaing/Heung Yuen Wai Control Point. Another major planning study on the use of land to be released by the reduction of the Closed Area has also commenced. Development of measures to foster closer partnership and co-operation between Hong Kong and Shenzhen on the institutional front to the mutual benefits of the two sides is in the meantime under active consideration.

### **Airport and Port Development**

30. While airport and port development and their expansion schemes (e.g. the proposed container terminal number 10, expansion plans for the Hong Kong International Airport (HKIA) and logistics development proposals) would have significant implications for our overall spatial development plan, separate studies have been, or are being, undertaken by concerned parties.

### **Implementation**

31. As with any strategic planning studies, the HK2030 planning strategy is meant to provide broad concepts and planning directions that allow us to get prepared for possible development needs that may arise henceforth. The actual implementation of individual policy initiatives envisioned is outside the scope of this study. The study should therefore not be taken as a blueprint dictating either the form or timing of our future development.

32. Since its commencement in end 2000, the HK2030 Study has progressed based on our long established policy of putting our scarce land resources to optimal use. Until recently, the philosophy behind this policy was to provide as much flexibility as possible under the land use planning mechanism to cater for changing societal needs. Rising community awareness and aspirations for a better living environment

and preservation of our heritage (not only historical but other 'living' heritage like open-air bazaars and streetscapes) have however intensified in the last few years.

33. In response to the rising aspirations from the community, we have been stepping up efforts on public consultation and engagement in the planning and development of new projects, and are progressively strengthening development controls where justified. The new Development Bureau has been tasked to speed up infrastructure construction which is crucial to Hong Kong's continued prosperity, and to ensure that the needed balance is struck amongst development, environmental protection and heritage preservation. The underlying policy is a progressive view on development.

34. The key recommendations from the 2030 Study include the planning for new development areas; cooperation and partnership with the Mainland on planning cross-boundary infrastructure proposals; promotion of a quality living environment through the optimal use of space; and reservation of land for the development of Grade A offices, special industries, logistics facilities, and more beneficial use of our rural land. The Development Bureau will work with relevant bureaux and departments to further develop these recommendations in a well-coordinated manner. The Bureau will also take stock of progress in taking forward the HK2030 planning strategy at regular intervals.

## **PUBLIC CONSULTATION**

35. We have conducted three rounds of extensive public consultation (which included public forums, briefings for stakeholder groups, roving exhibitions and education programmes for schools etc.) at the end of each of the first three stages of the HK2030 Study in early 2001, early 2002 and end 2003/early 2004 respectively. A report, detailing our responses to comments, was issued for public information after each round of consultation.

36. In Stage 1 Public Consultation, public views were sought on



the planning horizon, objectives, key study areas and approach of the HK2030 Study. Public comments regarding the extended planning horizon up to 30 years were diverse. Some respondents considered that it would be necessary to be visionary on the direction for future development, but some opined that it was too long. A number of comments suggested that sustainable development should be an overriding planning objective. There was general support for stronger socio-economic ties with the Mainland, in particular the PRD region. Given the limited land resource, some respondents expressed the need for a population policy especially on setting a population limit for the future development of Hong Kong.

37. In Stage 2 Public Consultation, we solicited views on nine strategic planning issues<sup>7</sup> which were important to the formulation of development options. Most respondents considered that the Closed Area should be properly developed. However, a number of green groups pointed out that development of the Closed Area might endanger the ecology of the wetlands nearby. Support for new cross-boundary connections to strengthen links with the Mainland was strong. However, some respondents opined that the Government should not hastily build a cross-boundary link in northeast New Territories lest it should adversely impact on the natural landscape.

38. The idea of converting obsolete vacant industrial buildings for loft apartment as a means of recycling building resources was well received by the community. On the creation of a land bank, public views were rather diverse. Some considered that it was good for attracting business, but some were concerned that it might lead to unfair competition.

39. In Stage 3 Public Consultation, we sought public views on the

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<sup>7</sup> The issues were: (a) planning for a closer link with the Mainland; (b) creation of a land bank for special economic activities; (c) re-use of industrial buildings; (d) locations and density of NDAs; (e) provision of jobs closer to home; (f) impact of information technology on business operations; (g) planning for unwelcome facilities; (h) planning for the waterfront uses; and (i) use of the reservoirs for recreation and sporting activities.

three broad planning directions, key assumptions on population, employment and strategic infrastructure as well as the planning choices and spatial development patterns. Most of the respondents supported the three planning directions. Regarding the population assumptions<sup>8</sup>, some members of the public opined that the assumption of 9.2 million by 2030 was on the high side.

40. Concerning the development density, many of the respondents considered the prevailing density levels generally acceptable. However, lower plot ratios should be introduced on new development sites especially those on the harbourfront. More emphasis should be put on the layout and design to minimise physical congestion. Public views on the Consolidation and Decentralisation<sup>9</sup> development patterns were also diverse. Irrespective of which option to adopt, the general view was that there should be a clear indication in our strategy as to whether the NDAs in Hung Shui Kiu, Kwu Tung North and Fanling North will be implemented.

## **IMPLICATIONS OF THE PROPOSALS**

41. The financial, civil service, economic, environmental and sustainability implications of the proposals are at **Annex C**. The proposals are in conformity with the Basic Law, including the provisions concerning human rights.

## **PUBLICITY**

42. We will release the Final Report of the HK2030 Study to the public in mid-October 2007 through the media and other publicity channels such as media briefings, video, etc. The full report, relevant research and working papers as well as consultants' technical

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<sup>8</sup> 9.2 million was the population adopted under Stage 3 of the HK2030 Study, which was subsequently revised to 8.4 million under Stage 4 to take on board the latest population trends and public opinions.

<sup>9</sup> The Consolidation Pattern assumes that sites in the urban areas will be developed first and no NDAs in the New Territories will be completed before 2020. The Decentralisation Pattern takes a different orientation and focuses on the development of the New Territories in the initial stage. The Three-in-One Scheme and Hung Shui Kiu NDA will be developed before 2020. Development/redevelopment in the Metro Area will proceed more slowly.

reports will be posted on the dedicated website of the HK2030 Study to provide more detailed and supplementary information to the public. We will also publish a leaflet to enhance public understanding of the purpose and value of the Study.

### **ENQUIRIES**

43. For any enquiries, please contact Miss WONG Yuet-wah, Principal Assistant Secretary for Development (Planning and Lands)<sup>2</sup>, at 2848 2119.

### **LIST OF ANNEXES**

Annex A	Executive Summary of the Study
Annex B	Final Report of the Study
Annex C	Implications of the Proposals

**Development Bureau**  
**October 2007**



# 香港2030： 規劃遠景與策略 行動綱領

## Hong Kong 2030： Planning Vision and Strategy Action Agenda



發展局  
Development Bureau



推動基建  
保育文物

Driving development Preserving heritage

## 進步發展觀

- 我們明白全球以至外圍區域對香港的影響，在尋求發展機遇時，我們必須慎加選擇和集中。
- 我們必須馬上採取行動，以鞏固香港在區域內以至全球的地位，維持「亞洲國際都會」的地位。

## 引言

- 我們完成了「香港2030研究」，提供規劃大綱策導主要基礎設施的建設，以協助我們迎接未來二、三十年的挑戰。
- 在可持續發展的總體目標下，研究採取三大方向：
  - 提供優質生活環境；
  - 提升經濟競爭力；以及
  - 加強與內地的聯繫。
- 為實現我們的遠景，相關政策局及部門會群策群力，透過具體的行動及措施，演繹規劃目標及方向。
- 這份單張臚列出各項與研究方向配合，並由發展局負責的一些現行措施或將落實的新建議。

## 主要建議及計劃

### 平衡保育及發展

我們會：

- 執行一系列保育文物的措施；
- 繼續保護社會的歷史／文化風貌、價值、特色和地方感；以及
- 透過落實進一步的地區改善計劃，提升文物特色的周遭環境。

### 創造地方特色

我們會：



- 創造一個具吸引力、朝氣蓬勃及可親近的維港海濱，落實相關的研究建議，當中包括「啟德規劃檢討」，



「中環新海濱城市設計研究」和「紅磡地區研究」，並會就維港區內其他地點如港島東，進行規劃研究，包括制訂行動計劃。

- 透過一個着重公眾參與的過程，進行更多地區改善計劃美化市容；
- 物色具特色和本土色彩的街道，並擬定措施以保存和加強其特色；以及
- 在完成尖沙咀及中區綠化計劃後，推展銅鑼灣至上環和油麻地／旺角綠化總綱圖的建議，及在九龍及港島其他地區進行更多綠化工程，並在稍後把有關工作伸延到新界。



### 締造宜居社區

我們會：

- 落實兩個新發展區的規劃，即古洞北、粉嶺北及坪輦／打鼓嶺的「三合一」新發展區及洪水橋新發展區計劃。為此我們會首先展開有關規劃和工程檢討；
- 檢討發展／重建用地的密度以改善生活環境質素，並在過程中充分考慮城市設計因素；以及
- 為可持續都市生活空間所需的建築設計制訂措施。



### 復修鄉郊地區

我們會：

- 在沙頭角和流浮山等鄉郊市鎮，進行鄉郊地區改善計劃，以提升該等地區的環境質素。

### 促進經濟發展

我們會：

- 檢討商業中心區內（包括西九龍）及其附近的土地用途，以尋找更多優質辦公室發展用地；
- 在進行新發展區研究時，為高增值和無污染特殊工業物色合適用地。



### 鞏固我們在區內的地位

我們會：

- 加快蓮塘／香園圍口岸及相關接駁道路的初步規劃研究；
- 繼續進行落馬洲河套區和從禁區釋出的土地的研究；以及
- 與內地當局攜手規劃新的跨界基礎設施，滿足長遠發展需要。

## 不斷進化的過程

- 「香港2030研究」是不斷進化的過程，須為配合恆常改變的需要和訴求而更新。
- 我們會繼續促進公眾參與，共同締造香港的未來。



## A Progressive View on Development

- We recognise global and regional influences on Hong Kong and the need to make prudent choices and be focused in the pursuit of future development opportunities.
- We need to act quickly to anchor our position in the region and in the world as “Asia’s world city”.

## Introduction

- We have concluded the HK2030 Study which aims to provide the spatial planning framework to guide development and provision of major infrastructure to help us meet the challenges of the next 20 to 30 years.
- Under the overarching goal for sustainable development, the Study adopts three broad directions:
  - providing a quality living environment;
  - enhancing economic competitiveness; and
  - strengthening links with the Mainland.
- To realise our vision, relevant bureaux and departments will work in a concerted manner to translate the planning goal and directions into specific actions and initiatives.
- This leaflet lists the ongoing and new initiatives under the Development Bureau in line with the Study’s directions.

## Key Recommendations and Initiatives

### Balancing Conservation and Development

We will :

- implement a package of measures to promote heritage conservation;
- continue to protect our historical and cultural identity, value, character and sense of place; and
- enhance the surroundings of heritage features through implementation of area improvement plans (AIPs).



### Creating Places

We will :

- create an attractive, vibrant and accessible harbourfront through implementing recommendations of the Kai Tak Planning Review, the Urban Design Study for the New Central Harbourfront and the Hunghom District Study. We will conduct further planning studies to include action plans on other parts of the harbour area, such as Hong Kong Island East;



- implement more AIPs to improve the urban townscape through a process that emphasises community engagement;



- identify streets of special character and local interest, and devise measures to preserve and enhance their character; and
- upon completion of Greening Master Plans (GMPs) for Tsim Sha Tsui and Central, take

forward GMPs for Causeway Bay to Sheung Wan and Yau Ma Tei/Mong Kok, as well as other parts of Kowloon and Hong Kong Island. In due course, we will also start GMP work in the New Territories.



### Creating Quality Living Environment

We will :

- initiate implementation of two New Development Area (NDA) Schemes, namely the “Three-in-One” NDA comprising Kwu Tung North, Fanling North and Ping Che / Ta Kwu Ling and the Hung Shui Kiu NDA by, as a first step, undertaking planning and engineering reviews;



- review densities of development/redevelopment sites with a view to improving the quality of the living environment, taking into full account urban design considerations; and
- formulate measures to enhance building design that supports sustainable urban living space.

### Regenerating the Rural Areas

We will :

- improve quality of the local environment of rural townships such as Sha Tau Kok and Lau Fau Shan through implementing rural AIPs.

### Bolstering the Economy

We will :

- review land uses at and around the Central Business District, including West Kowloon, to find more sites for prime-grade office development; and
- identify suitable land for high-value-added and non-polluting special industries under the studies for NDAs.

### Anchoring Our Position in the Region

We will :

- expedite the preliminary planning study on the Liantang/Heung Yuen Wai Control Point and associated connecting roads;
- continue with the studies on the Lok Ma Chau Loop and the land to be released from the Closed Area; and
- plan in collaboration with Mainland authorities for new cross-boundary infrastructure to meet longer term needs.



## A Living Process

- The HK2030 Study is a living process. We will keep it under constant review to keep up with ever changing needs and aspirations.
- We will continue to actively engage the public in planning for our future generations.